



Chapter 932

Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

March 2012

Picture of the Month



Bob Hart flying his Extra 230 over Oshkosh at AirVenture 2009.
Photograph taken by EAA Photographer Bonnie Kratz. Read Bob's article on avoiding stall/spin accidents in *Professional Opinions* on page 8.

Owner Assisted Annual... Good Idea or Not?

By Larry Schubert

I purposely made the headline of this article a bit ambiguous. The answer to the question could really go either way. By the end, you can probably answer it for yourself. I thought however, that you might benefit from my experience and observations.

But I'll begin by giving my answer. I think it's a great idea. But then, I've had some really good, educational and fun experiences doing this, with help along the way.

The primary motivation for going owner-assist is, almost always, money. After all, if you assist and do part of the work, then shop hours will

go down and you'll save a bundle. To an extent, this is true. The key lies in actually succeeding in reducing the time Brian spends on the annual. And that's easier said than done.

It costs to train you

The first year I did this, Brian had to spend time teaching me some things. Truth be told, he probably spent more time teaching me that it would have taken to do it himself.

For example, I learned to replace brakes. I figured out how to take them off ok (I'm reasonably mechanically minded), but when it came time to remove the old shoes and rivet new ones on, I was lost. Brian had to show

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Editor's Note

We have some exciting new items we are introducing in this issue of Galt Traffic!

First, a brilliant idea suggested by Larry Schubert for a link to a YouTube video of the month. *Video Corner* includes a QR code that you can scan with your smart phone to view the video. We think this might be a first for any EAA chapter newsletter.

If you have a video you would like featured in Galt Traffic, please send me the link and Larry will generate the QR code for it.

The second new column is *App of the Month* where we will feature our favorite aviation-related smart phone apps. If you have a favorite app that you'd like to share with our readers please send the information to me with your thoughts on why you like it so much.

Last month we introduced another new column, *Professional Opinions*. This will be an ongoing feature with articles from a group of very gullible CFIs based at Galt who I was able to con into writing for GT! I can't thank them enough for "volunteering" and I know I will enjoy reading their articles as well as learning from their considerable expertise and experience. I hope you will too.

For those of you tracking my progress towards my 40-hour flying goal for 2012, I flew 3.7 hours this month. This brings my total for the year to 4.6 hours. I'm going to need some great weekend weather days in March to stay on track!

Beth Rehm, Editor

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me how to remove the old rivets, get the new pads on correctly, and rivet them in place.

I did learn quickly. After the first shoe, I did the others by myself and Brian signed off on my craftsmanship (pretty hard to screw up, actually, but I was proud of myself).

The same can be said for removing wheels and repacking wheel bearings, cleaning spark plugs, getting the gascolator back on straight and non-leaking, and so on.

The first year you do this, you might not save all that much. But consider it an investment that pays dividends in subsequent years.

Frankly, learning to do that stuff was what made it fun for me. I was learning about my airplane, from the inside out. And I was learning some new skills. It's a nice feeling. And Brian is a very good, and very patient teacher.

The point is, though, that to make this work, you have to work. If your idea of "owner assist" is to watch Brian do the work while he explains what he is doing, you'll turn "owner assisted" into "owner resisted" and spend more than if you had just let him do it.

Put the smart guy on the tough stuff

Doing an annual involves a lot of minimal-skill work. As in, "can you use a screwdriver?" A lot of the annual work involves taking off inspection panels, shrouds and other stuff. The skill and talent of an A&P are quite wasted doing these mundane but time consuming tasks.

I want his eyeballs on the engine and in the innards where the untrained eye cannot see problems. Having Brian pack a wheel bearing is like asking Beethoven to tune your piano. He can do it, but it's not the best use of his talents. There's plenty for Brian to do during an annual. Letting him focus on the critical items



Galt A&P Brian Spiro assisting Larry Schubert with his annual inspection on his Piper Archer!

is the best use of his time. I concentrate on other funzies, like the peculiar wheel mounting procedure on a Cherokee with wheel pants that requires one to line up two sets of holes by pure guess, and then try to get a cotter pin through them. It can take anywhere from 30 seconds to 30 agonizing minutes. Do you want to pay someone \$75/hour to do that?

Get a partner

One reason I am so enthused about the DIY annual is that I have a wonderful partner who helps me in the process.

Arnie Quast has been helping me for the past 3 years, and I am most grateful. We work like a well-oiled machine now. We know our duties, and we stay out of each other's way. After doing the run-up outside, and writing down a bunch of operating parameters, we roll it in and, starting at the pointy end, drop the cowl and go to work.

Arnie has become the spark plug expert, removing, cleaning and reinstalling them, while I'm removing the muffler shroud, air cleaner and gascolator, then

changing the oil and filter. And so it goes.

We seem to have found our areas of expertise or preference, and we stick to that. Arnie is good with the wheel stuff, seeming to enjoy getting his hands all greased up. I'm good with strut fairing hardware, and know where all the inspection panels are and how to get the tail cone off (and back on) without breaking it.

In the process, I have learned how to keep track of 5 million screws, nuts and bolts, and usually don't end up with any extra at the end.

Once you get functioning as a team, you can really be time-efficient with this process. Last year, for example, we did not have to do the wheels since I had recently had new tires installed, so we finished up in one day. That's pretty amazing.

Of course, that's also dependent upon Brian not finding something that needs fixing. You simply never know about that.

In my annuals, we usually don't find much. But that's because I am very proactive on fixing things when they need fixing, and not waiting for

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the annual. I also fly the plane a lot, so it does not suffer from disuse diseases. I haven't found a mouse nest yet.

It's fun to watch, too

Aside from the work, I really enjoy watching Brian do his thing, and learning about the more involved inspections. How do you measure cylinder compression, and what do those two numbers mean? Now I know.

What's under the back seat that requires looking at? Oh, it's the flap actuator mechanism, and what actually happens when I pull that Johnson bar. What actually happens in the tail when I crank the trim handle? Ah, now I see, an elegant meshing of cables and jackscrews. It

goes on and on.

The Bottom line

The bottom line is that yes, you can reduce the overall cost of your annual inspection. All it takes is some energy, a good partner (at least in my case), a willingness to learn, and the common sense to stay out of the way when necessary, and dig in when able.

Also, do not forget the most critical tool needed by both shop staff and amateurs to make the job go smoothly; bring donuts.

Larry Schubert is a 2,500+ hour private pilot, with an instrument rating based at Galt Airport. He learned to fly at Galt in 1996, having purchased his 1967 Cherokee 180, 4702L, after a whopping 3 hours of dual.

APP OF THE MONTH



Our first featured App of the Month is one of my favorites, **WindSock** by Marco Crivellari.

This app allows you to quickly calculate the wind component for any combination of runway, wind direction and wind speed.

You can even set your personal or airplane's crosswind and tailwind limits; the pointer changes to yellow when the wind is a tailwind below your set limits and changes to red when the wind component reaches either of your set limits.

Another interesting feature is the 3D traffic pattern page that specifies what heading you should fly on downwind, base etc., taking the current wind conditions into account.

This app currently only works on iPhone and iPad. You can download it from the App Store for \$0.99.



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One More Saab Sob Story!

By Captain Eric Rehm

I heard through the Galt grapevine about Rob Plane's (cool name for a airplane owner/pilot huh?) recent engine trouble with his Piper Warrior. Without warning the engine began lightly vibrating during a cross-country flight. The oil pressure and temperature readings were normal and Rob thought it was the gusty winds that were causing the shaking. However, it got a lot worse when he reduced power to land at Galt. Rob landed safely but without any other symptoms providing clues to the problem it took a lot of investigating until the gang at JB Aviation Management eventually found some cylinder head studs on one cylinder were loose and one had sheered off. Definitely not good.

It got me to thinking that sometimes when we think our aircraft is sick but we just can't find a solid reason to back our suspicions it is always good to stay vigilant. I had a similar thing happen to me when I was flying the Saab. (I promise this is the last "Saab story" I'll tell for a while. If they are getting old please email the editor, she'll break the news to me gently).

My Captain for this trip, Stoddard Finnie and I had just picked up our Saab 340 in La Guardia (LGA). We were scheduled to fly multiple legs in and out of LGA that day and luckily for us, or so we thought, we were going to keep the same aircraft all day long.

Many times during the course of an airline pilot's flying day he/she will fly multiple legs in multiple different aircraft. The aircraft are all generally equipped the same so the transition from plane to plane is seamless, but we hate to pack up all of our stuff and lug it over to another plane, preflight it and prep it for



Under the cowling of the CT7-9b engine of a Saab 340. The oil sight gauge is located in the middle at the bottom (see red arrow).

departure. I know this sounds like quibbling but it is a waste of time and well OK we're just lazy. Once we sit down in the cockpit and get all cozy we don't want to get up until we finish our day (except to pee).

I preflighted the aircraft and noticed that the oil level on the right engine was a bit low. In the Saab we checked the oil level by opening the top cowling and looking at a sight gauge from below since the aircraft sat so high off the ground. The bottom half of the sight gauge was blocked from view by the lower cowling but the rule of thumb was that if the oil was three quarters full you had enough oil.

When I got back into the cockpit I mentioned the low oil to Stoddard and he told me that while he was reviewing the aircraft's logbook he noticed it was on an "oil watch" and that it had already taken 1 quart of oil that day. An oil watch signified that our maintenance department knew the engine was using oil at a higher than normal rate and that they were keeping an eye on it but to this point

had found nothing wrong.

We decided to call our company maintenance over for some more oil. When they got to the plane I asked the mechanic if he thought the aircraft was using an excessive amount of oil as this was its second quart of the day. He told me rather irritably that they had it on oil watch and it was fine. I shrugged my shoulders not very convinced but resigned to go about the day's business.

We flew from LGA to Manchester, NH (MHT) and then back again to LGA. Our operation specifications only required a crew to check the oil once when they accepted an aircraft but since I was a bit suspicious I checked the oil level again when we got back to LGA.

Sure enough the oil level was well below where it should have been so we called maintenance back out to the aircraft and this time they added two quarts of oil. Again I expressed my skepticism to maintenance as to the health of the engine but once more I

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was rebuffed, so we launched to our next destination, Rochester, NY (ROC).

When we got to ROC I remember checking the oil one more time. The oil level had again decreased but was still good enough for flight. Throughout this whole time I was keeping Stoddard aware of what I was finding and he was also talking to the mechanics and collectively we kept deciding to fly the aircraft. We conferred again this time and decided to launch back to LGA.

On the leg back to LGA everything seemed fine until we were on downwind for runway 4. As we were flying over Central Park our number two oil pressure gauge started to wiggle. It was only a slight wiggle but we both noticed it in part I think because the Saab's engine instruments were always rock steady.

We both looked at each other and talked

about it for a couple of seconds and decided to do nothing because we were shortly given a visual and clearance to land by ATC.

After we had parked and deplaned our passengers I walked around to the number two engine to check the oil level. When I popped open the cowl and looked at the sight gauge this time I was somewhat surprised to see no oil. I wasn't too concerned because I figured there was some oil but the level was too low for me to see below the bottom cowling.

I walked over to our maintenance trailer and told them we needed someone to look at the oil level again. I think all the mechanics had had about enough of me for one day so they elected the junior guy among them, Dennis I believe his name was, to follow me out to the aircraft.

Dennis was a big guy and as he heaved himself out of the comfy chair he was sitting in grumbling about pain in the butt pilots, he began to look a little red in the face. When we got outside (did I mention it was a bright, hot and muggy summer day

plane? It has no oil in it!"

Well I couldn't help but feel a little vindicated but also a little bit culpable since I kept going along with the "it's just fine to fly" attitude. I answered back somewhat defensively saying something like, "what do you mean what did I do to it, I flew it like you told me to." Very professional.

Anyway we all got over our shock and Stoddard and I got a new airplane for the rest of the day.

We found out the next week that the engine had a leaky gasket, thus

the excessive oil consumption, which eventually failed when we were on downwind and all the rest of the oil was quickly pumped overboard. The good news was we hadn't done any real damage to the engine so it was fixed and put back into service in relatively short order.

So the next time you think you may have

something wrong with the aircraft you're flying but you just can't put your finger on it, stay watchful.

It might be nothing, but if there is something wrong, chances are there will be more clues that will lead you to the problem before it becomes an emergency.

Eric Rehm is the Assistant Chief Pilot for American Eagle Airlines at O'Hare and a Captain on the Embraer RJ145. He has been flying since he was fifteen, is a CFII and has accumulated over 6,600 flying hours.



A view of La Guardia Airport in New York from the air where Eric was based for many years while he was flying for Business Express Airlines. "Biz Ex" was later bought by American Eagle Airlines.

in New York?) he got even redder and began to sweat. I told him he might need a ladder to see the oil since it was so low and that made him redder still as he began to lug an eight foot ladder over to the aircraft. When we got to the plane he opened up the cowl and climbed up the ladder to peer at the sight gauge.

He was blocking my view of the engine so I was watching him. In an instant I saw him go from a deep red color to completely white. He looked down at me with wide, shocked eyes and said, "what did you do to this



FAA WINGS Seminar

Aeronautical Decision Making

As pilots, the decisions we make before we fly and in the air can have a profound impact on our lives and the lives of our passengers and people on the ground. Too often poor decisions lead to accidents and fatalities that could have been avoided. Join us to learn how to improve your aeronautical decision making skills.

Jeff Skiles

Co-Pilot, US Airways Flight 1549

EAA Vice President Chapters & Youth Education

Sam Heiter

FAASTeam Program Manager

Galt Airport (10C)

Saturday, March 10th @ 10 a.m.

Sponsored by

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Limited space available. Register through FAA Wings program online or email president@eaa932.org or call (815) 648-2433.



WNHS Aviation Club News

By Dan Wallis, Woodstock North
High School EAA Aviation Club
Coordinator

The Building Continues

The EAA Aviation Club and members of the Civil Air Patrol at Galt Airport continue to work together on the current project of building remote controlled aircraft. Several students have really embraced the construction of these airplanes and perhaps one day they will build a full-size homebuilt aircraft. We have met every two weeks for the past month to stay on our construction schedule.

Due to the cold weather, it was necessary to look for another venue for our building. I want to thank **Bill** and **Jim Marinangel** for allowing us to use space at the McHenry Savings Bank located at Bull Valley Road and Route 31 in McHenry for our project. There is plenty of space, plenty of heat and the view isn't bad either.

In addition to the planes that we already received, we were given another donation of an almost ready to fly (ARF) trainer. This plane will be



McHenry Savings Bank, 353 Bank Dr., McHenry.

great to use for the students' first flights. This way if something does go wrong, the planes that they will have spent months building will not end up a pile of smashed balsa kindling.

In an effort to introduce aviation to as many young people as we possibly can, we have reached out to the regional director of the Boy Scouts of America to see if any of the local troops would be interested in participating.

I again want to thank all of the EAA members and airport tenants for supporting this project. I especially want to acknowledge **Dean Marcott** and **Walt Weidig** for being there every Saturday morning.

We will not be meeting the first two Saturdays in March due to the FAA Wings Safety Seminar that is scheduled, but we will meet March 17th and March 24th at McHenry Savings Bank from 9:00am to 11:00am. If anyone is interested in helping out or if you know a young person that would like to get involved, everyone is welcome.

Projector Screen Donated

We would like to sincerely thank **Don Sword** for generously donating a portable projector screen to the chapter.

This equipment will be very useful for the FAA Wings Safety Seminar in March as well as educational sessions for chapter members and the Aviation Club.



Scan this with your smartphone, and get a Bruce-eye video view of landing a Cub on Galt runway 18.



Click [here](#) if you don't have a smartphone.

Professional Opinions

Unintentional Stall/Spins; It's a "Set-Up!"...

By Bob Hart, CFII

While much of the intense acro activity that unfolded around 10C in the early 2000's has quieted, make no mistake about it, we are still around, lurking in our hangars or at the FBO sitting on a couch telling war stories about the "good ol' days."

In addition to furthering our own aerobatic interests, a prime objective "way back when" was to help our fellow aviation community brothers and sisters understand the intent of aerobatics and the educational value they provide.

For various reasons, many of us no longer participate in the sport at the same level we once did, but the lessons we fostered in that heyday remain hugely important today. Those lessons apply not only to the sport of aerobatics, but all of aviation and most importantly, to general aviation in particular. Our efforts continue to assist pilots in understanding the inherent risks associated with the unintentional low altitude stall/spin event and provide guidance on avoidance, recognition and training.

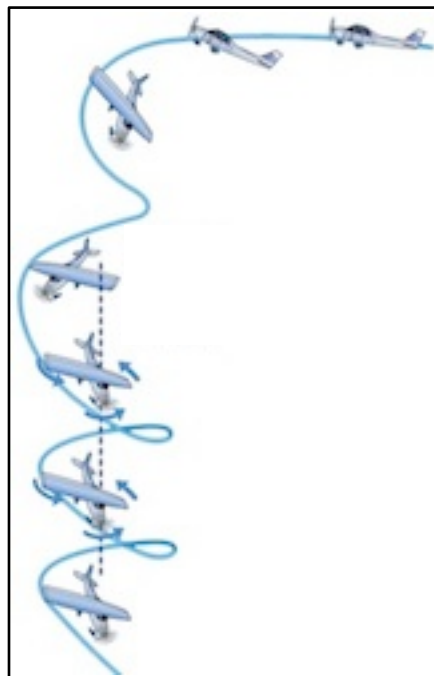
In a recent Nall Safety Report the AOPA suggests more than a third of all general aviation aircraft accidents occur during the Takeoff/Climb, Maneuvering and Descent phases of flight, and are largely attributable to the unintentional stall/spin event.

Stall/Loss of Control accidents tend to be more deadly than other types, due in large part to close ground proximity. There just isn't time for recovery during these high risk phases of flight.

While improved stick and rudder skills will always help in reducing these statistics, a better conceptual

understanding of the stall/spin event could be significant in preventing a large number of accidents in these categories.

While the intent is not, nor ever was to "convert" folks into full-fledged aerobatic competitors, it may prove valuable to consider for a moment, the stall/spin from an acro pilot's point of view.



First, understand there are several levels of aerobatic competition based on skill level and experience. From the entry level "Basic" category to the high energy, incredibly demanding "Unlimited" class, spins are just a way of life in aerobatics.

Early on, the pilot finds spins are routinely performed on a daily basis. They learn most spins are very predictable, spins are used in the earliest aerobatic sequences, and they come to understand the dangers of the inadvertent spin. The properly trained acro pilot practices an emergency spin recovery technique

in the event things don't go as planned.

So what should the non-aerobatic pilot take away from the discussion? Ordinary spins are very predictable. Once understood they can be managed and if desired, avoided all together.

The anatomy of a spin can be as simple or complex as one chooses to make it. In its simplest form, a spin relies on just two basic components; a stall (of at least one wing) and yaw.

The stall portion in a *typical* unintentional stall/spin accident occurs when airspeed is allowed to become too slow (perhaps through distraction or poor technique), then the critical angle of attack is exceeded through g-loading in a turn (for example, from base to final).

The yaw portion can be intentional or as is the case in a typical accident scenario, unintentional. The unintentional yaw could be due to poor rudder technique, adverse yaw (a product of drag created by the "down" aileron in a turn), or a combination of both.

The resulting combination of the stall and the yaw is something called autorotation, more commonly known as a spin. Take one or the other away, and there is no spin. Additionally, when power is applied in the spin, it will likely accentuate the rotation.

Consider the following typical stall/spin scenario:

1. Pilot gets distracted in the pattern
2. Pilot gets a bit slow
3. Pilot overshoots from base to final

Continued on page 9.



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

If I'm being honest, I've never really been a big fan of the whole "social networking" transition that our culture has been going through over the last few years. I don't have a Facebook account, and I don't ever plan to. I certainly get the idea behind it, and in some instances, it can be very helpful and appropriate. But I guess I'm still a little "old school" in that I'd prefer a face-to-face interaction over one on a computer any day.

Ever since winter finally arrived this past month, I've been back in the plow truck quite a bit. The funny thing about snowplowing is, you have a lot of time on your hands to think (somewhere my wife just rolled her eyes). As I was pushing snow off the runway one evening, I was faced

(yet again) with the decision on whether or not I wanted to issue an official NOTAM for something that really doesn't affect anyone other than the folks operating at our airport day to day. In this instance, I had the runway and taxiway cleared by 8pm, and was planning on coming back early in the morning to get the rest of the airport finished. I would have liked to let you all know the plan, but it's inappropriate to call in a NOTAM for something like that. Certainly, if there's ever any safety of flight issue, it is appropriate to let the entire aviation community know but, more and more, I've been looking to find a way to disseminate non safety of flight related information for things that really only "we" care about.

You probably see where this is going, right? I've decided (shudder) to start a Galt Airport Twitter account. I'm going to give it a try over

the next month or two and see how it goes. That way, I can let you know if the runway is clear of snow, if the grass runway is still soggy, and anything else that may be appropriate. I promise not to inundate you with tales of my afternoon, or random musings about life... none of us want to hear that!

Who knows? Maybe this won't pan out. But, I think it might be worth a try. If you have a smart phone, you can download the Twitter application for free and should be able to check our local NOTAMS before you make the drive out. If there's anything in particular that you'd like me to keep an eye on, let me know and I'll be happy to keep it up to date.

Flight School News

Congratulations to Brett Sarbaugh who passed his private pilot written with a score of 95%.

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4. Pilot uses rudder to "kick" aircraft around to line up
5. Pilot has high angle of attack with yaw
6. Wing and nose drops
7. Pilot reacts to yaw/roll with opposite aileron
8. Pilot pulls back on stick when nose falls
9. In a panic, pilot applies full power

The consequences of this situation are often tragic. How can we avoid such a scenario ourselves?

The key is to recognize the set-up! Understand the basic recipe for a stall/spin accident. Understand we MUST avoid a stall and uncoordinated flight, most importantly at low altitudes. If things aren't lining up on the approach,

especially on the turn from base to final, go-around and do it again. A typical stall/spin at 400 feet AGL is likely unrecoverable.

As mentioned earlier, spins are far more predictable than the average pilot realizes. Given the opportunity, I strongly encourage all pilots seek out a qualified instructor to provide them with a spin demonstration. The session does not have to be lengthy but does have to be with someone well versed in spins, spin training and the safety aspects associated with it. The session must of course, be conducted in a fully approved aircraft and certified for spins. While watching my 14 year old daughter solo a glider this past fall, it was comforting to know she had received this type of formal training prior to being out there on her own!

Well, spring is right around the corner. We'll be out flying in the warm weather before we know it. In the meantime, be safe, fly high and I'll see you around the airport.

Link to AOPA Online, Joseph T. Nall Report: <http://www.aopa.org/asf/publications/nall.html>

Bob Hart is a CFII, an Officer and Director of the IAC, and a member of EAA 932. He has logged more than 15,000 hours flying/instructing professionally as a Captain for United Airlines on the Boeing 727, 737, DC10 and Airbus 319/320. Bob successfully built and flew a Pitts S1C, followed by an Extra 230 for several years in regional aerobatic competition. Today, he enjoys flying his 7AC Aeronca Champ out of 10C with his wife Kori, and daughters Megan (15) and Kaylin (10).



Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, JB Aviation Management, Inc.

This month Brian wants to see how well you know your local airports by just looking at the runway diagrams! To help you out we are giving you the list of airports and you just need to match a diagram number to the airport name. I know this one is difficult, but at the very least you should be able to identify Galt Airport from this picture!

If you think you know the answer, send your best guess to Brian at Maintenance@galtairport.com by March 29th. The winner will be randomly selected from all the correct answers received by Brian and this month's grand prize will be the winner's choice of either a JB Aviation winter hat or sweatshirt.



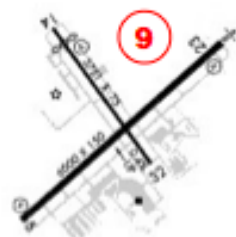
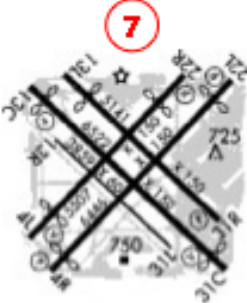
Answer to the February puzzle;

Last month Brian wanted to know which ocean you would cross if you were flying nonstop from Chicago to Shanghai. The correct answer was the Arctic Ocean; the airlines will take the shortest path which is up and over the top of the earth, not straight west to Asia over the Pacific Ocean.

The winner was **Tom Lynch** and he wins a Galt winter hat.

Match each one of the airport diagrams below to an airport on this list;

Aurora (ARR)
Burlington (BUU)
Campbell (C81)
Chicago Executive (PWK)
DeKalb (DKB)
DuPage (DPA)
Galt (10C)
Kenosha (ENW)
Lake in the Hills (3CK)
Midway (MDW)
Poplar Grove (C77)
Waukegan (UGN)



EAA Chapter 932 News

President's Message

From Bruce Schottland, President, EAA Chapter 932

For this month's column I intended to remark on my excitement about the upcoming flying season and to note that it seems just around the corner. But as I sit writing this now I see snowflakes so large they look like snowballs and I am reminded that even though we have had it easy this year, we have not yet escaped winter.

That's okay though, because we still have lots going on at Chapter 932.

First, I would like to welcome four new members; **Carlos Medina, Steve Schuerr, Paul Sedlacek** and **Ed Moricoli** have joined the chapter and we are pleased to have them.

Secondly, as promised, your board got through a draft version of the proposed Chapter amended

bylaws. Those have been emailed for members' review. Please be sure to do so and to show up at the next Chapter meeting. According to the existing bylaws we must have at least 60% of the membership vote in favor to amend the old bylaws. By the way: the old bylaws can be found online at http://www.eaa932.org/images/EAA_932_Chapter_Bylaws.pdf.

Lastly, we have the FAA Safety Seminar coming up on March 10, 2012 at 10:00 a.m. We are looking forward to a good turnout and a great conversation with Sam Heiter and Jeff Skiles. On behalf of the Chapter, I extend special thanks to **Dan Wallis** and **Beth Rehm** for getting it together.

In the meantime, I will reminisce about last year's warm weather flying adventures until the time comes to create new ones.

Welcome New Chapter 932 Members

Please welcome three new members who joined the chapter at the February meeting.

Carlos Medina - new EAA member and husband of Esther Medina (our new Young Eagles Coordinator).

Steve Schuerr - also a new EAA member who is building a Pietenpol Air Camper at his home in Wonder Lake. He has got the fuselage built and is making good progress. He plans to install a Corvair engine and has everything he needs but it is in lots of pieces!

Paul Sedlacek is a new tenant at Galt Airport (he is in Bill Laskey's old hangar) and he is building a Kitfox. Paul found out about the chapter by reading the newsletter online.

Also, **Ed Moricoli** joined the chapter later in the month.

Have You Paid Your Annual Chapter Dues?

If you haven't done so already it's time to pay up once again. EAA Chapter 932 chapter dues are still a bargain at \$20 for a whole year!

I would like to remind our members that we are a 501(c)(3) corporation and your annual dues are tax-deductable.

All of the money we collect from dues, donations and advertising is used to fund our educational and safety programs, the youth aviation club and to cover our general administration costs.

You can pay up online at <http://www.eaa932.org/signup.html> or you can send a check to **Dean Marcott**, EAA Chapter 932 Treasurer, 2610 Wyandotte Ave., McHenry, IL 60051. Or you can bring your payment to a chapter meeting.

Next EAA Chapter 932 Meeting

Saturday, March 3rd

The next Chapter 932 General meeting will be held in the FBO at Galt Airport on Saturday, March 3rd at 10:00 a.m. Please note this is a special date, one week before the usual chapter meeting date.

We will be using some of this time to make plans for the FAA Safety Seminar on March 10th.

We will also be voting on the new chapter bylaws that were proposed at the last meeting.

If you have a topic you would like to discuss during the meeting, please email your suggestion to Mike Evans at secretary@eaa932.org and he will add it to the agenda.

The agenda will be emailed to all current chapter members before the meeting.

EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Illinois. We are a 501(c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

Minutes of the EAA 932 General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: February 11, 2011

In Attendance: Bruce S, Beth R, Dean M, Mike E, Larry S, Dan W, Esther M, Bill M, John R, Dave S, Walt W, Don S, Scott F, Patrick H, Steve S (new member), Paul S (new member), Carlos M (new member), Justin C, Jean F, Tom H, Raphael G.

Minutes: Bruce called the meeting to order at 10:10

Agenda items

1. Approval of this month's agenda. Motioned by Larry S, Seconded by Walt W, all voted in favor.
2. Approval of last month's secretary's report as published in GT. Motioned by Jean F., 2nd, Dave S., all voted in favor.
3. Treasurer's report. Youth aviation club - \$231.88 for supplies. Balance \$5405.77. General total \$614.40. Spent \$685 for dues and insurance. Spent \$144 for rent Nov, Dec, Jan. Dean will provide treasurers report to Bruce prior to the meeting for inclusion in the agenda. Motion to approve (Patrick), seconded by Walt, no objections, passed.
4. President's report.
 - Bruce has been working on the state and federal filings and AG forms needed to solicit donations. We will have to pay late fees. As of this week, we will be caught up on all of our filings.
 - EAA offers insurance to chapters and has different policies covering a number of activities. Aircraft storage, storage of misc equipment, aircraft maint/construction projects, etc. We've opted for more coverage than we've had in the past, but it is the correct level of coverage for our purposes. Plus \$50 for chapter dues to EAA.
 - DUES! Are \$20/year - covers insurance for activities such as Young Eagles rallies for the ground volunteers, pilots, passengers, attendees. When we pay our insurance and membership dues to EAA, we receive that coverage for all of the things we do throughout the year.
 - FOG has organized a lot of activities over the years. FOG is hoping that EAA will pick up those responsibilities. FOG donated approximately \$550 to the EAA 932 general fund.
 - Bruce has started working on the vintage fly-in in June. Pancake breakfast, lots of airplanes, later in the day perhaps a BBQ, drive-in movie theater, possibly camping. Bruce has contacted local car clubs to see if they would like to partner up. Dates in June. Should avoid 16-17 (Father's day). Bigfoot has a flyin last weekend in June. Justin will ask Ed P. about his car club. Steve said Corvair guys have a close tie to plane guys. Dean: Johnsborg group has hot rods and classic cars.
 - Bylaws last updated in 2001 & are out of date. We will send updated bylaws out this week and should hopefully be approved next month. 60% of total ACTIVE (paid) membership needed to pass the resolution. There are 17 current active members. People need to pay their dues! Bruce will check to see if a proxy vote is allowed by the current chapter bylaws. If you have ideas about the bylaws, email president@eaa932.org. Please be prepared to talk about them at the next meeting.
 - Logo: (Beth) we've been trying to come up with a new logo and have two rough drafts. Open to other submissions.
 - Newsletter (Beth) - we want to earn more advertising money. Custom Silkscreen Services in Hebron wants to advertise in the newsletter. Lumair flying club wants to continue. Dusty's may want to renew. Cost is \$10/month or 12 months for \$100. Recently launched the Professional Opinions column. From now on it will be a rotating group of CFIs (Jean Forni, Bob Hart, Jeff Hill Sr, Chuck B., etc.). If you have any ideas for the column, please let Beth know. Larry Schubert had an idea - video column using QR codes that can be scanned with your smartphone. It will link to a video of the month. We will set up a Galt Airport channel on You Tube where people can upload videos. People raised concerns that there are videos that we may not want to promote as coming from EAA 932. We will have editorial control over what is shown on our channel (Bruce). We were featured this month in EAA's Chaptergram and we were also featured in August. Chapter 39 in Nebraska asked to reprint Larry Schubert's column. The Oregon Pilots Association newsletter ("Propwash") is reprinting one of Eric Rehm's articles in a series of their newsletters. Our current mailing list has 400 people and is growing. Larry offered "kudos" to Beth and the chapter agreed with a round of applause.

Committee reports

- Aviation Club. Building R/C planes for the last month. 7 Kids have been coming. Bill M. has offered space in the McHenry Savings bank at Bull Valley Rd & Rt 31. Next Saturday the meeting will be held there. Can be used during the cold months or during the entire year, whatever works. Building a Taylorcraft 42", Cub 48", all electric. Dave M. and one other donated some planes. Dan is planning to open up to Boy Scouts and other organizations. Dean and Dan will purchase the training DVDs and other aviation supplies, Mike will provide an updated list of technology purchases.
- Young Eagles. May 19th - international learn to fly day. Consensus is that we don't want to have two major events in one month. Possible dates: Sep 8 & Oct 13/ coincide with regular chapter meetings. We need pilots and ground volunteers, so check your calendars! Do we want to double up or push the other two events to Fall? Ideally we will have two groups of kids one at 9AM, and one at noon.

Old business

- Safety seminar. Jeff Skiles has offered to join the event to do a presentation about his role in the EAA as part of his grassroots tour prior to Sam Heiter's presentation. Bruce's thoughts: where are we going to do it? Justin: Maintenance hangar is available for use. 3500 usable sq ft in the shop. Justin is thinking the max will be about 250-300. We want to publicize this "as much as possible." We will get lots of exposure through the newsletter, some through fliers, and lots through faasafety.gov. Sam Heiter will be out here talking about aeronautical decision making and breaking the accident chain. Due to the aviation seminar occurring 3/10, the chapter general meeting will be held March 3rd.

New business

- 3 new members (see EAA Chapter 932 News on page 11.

Motion to adjourn (Dan), seconded (Justin), all in favor. Meeting adjourned at 11:09 AM.

Galt Traffic Classifieds



PIPER J-5A CUB CRUISER

GROUND-UP RESTORATION
COMPLETED NOVEMBER 2007

A/C manufactured April 1940; S/N 5-20; registration N27053; TTAF 1382 hrs. Eng. C-85 with 0-200 STC; TT 791 hrs; 15 hrs SMOH; all eng. work done by FAA CRSs. Original paint scheme, orange with black arrow. Electrical system; starter, generator, battery, lights. All new cables, wiring and AN

hardware throughout. Original instruments reconditioned and faces silk screened by Keystone of Lock Haven, PA. New Sensenich 76-2-AK metal prop. New Scott full swivel tail wheel. New tires and tubes and Grove disc brakes. New exhaust system. New Slick magnetos and harness. Starter, generator and carburetor overhauled. Located at Galt Airport, Greenwood, IL (10C).

Asking \$58,000. Contact Jeff Hill at (815) 338-3551 or by email at JeffryHill@sbcglobal.net.

SCRAP METAL RECYCLING

Recycle your old appliances such as grills, water heaters, etc. and any other metal objects. Call Rafael Gonzalez at 815-354-2973 to arrange for collection.

WANTED

EAA Chapter 932 is seeking an EAA Technical Counselor to support two Pietenpol projects. If you know anyone who might be interested please contact Beth Rehm at (847) 530-8014 or vp@eaa932.org.

CLASSIFIED ADVERTISING

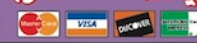
EAA Chapter 932 members may advertise aviation-related products and services free of charge in a classified ad in this newsletter.

For non-members the advertising rates are \$10 per month or \$100 for 12 months. We are happy to include advertising in other sections of the newsletter as well as here in the Classified section. Please contact the editor to discuss your advertising needs at editor@eaa932.org.



NEW Dessert Pizzas
Chocolate Chip Cookie Dough, Cherry Et Apple **\$6.95**

815-653-2400

We Accept 

Dine-in, Carry Out or Delivery. We Deliver to Wonder Lake, Hebron Et Richmond.

7613 Howe Road
Wonder Lake, Illinois
(One block West of Barnard Mill Road)

HOURS:
Sunday 12-10
Monday 3-10
Tuesday 3-10
Wednesday 3-10
Thursday 3-10
Friday 3-11
Saturday 12-11

DAILY PIZZA SPECIALS

MONDAY	\$6.75 12" PIZZA (one topping) Limit 4
TUESDAY	\$9.75 MEDIUM PIZZA (one topping) Limit 2
WEDNESDAY	\$15.99 2 SMALL PIZZAS (one topping)
THURSDAY	\$25.99 2 LG PIZZAS (one topping)
FRIDAY	\$5.00 OFF 2 XLG PIZZAS
SATURDAY	\$29.99 2 XLG PIZZAS (one topping)
SUNDAY	\$3.00 SMALL PIZZA WITH ANY XLG (small pizza-one topping) Limit 1

Monday Pizza Special Limit 4
Tuesday Thru Saturday Pizza Special: Limit 2.
Sunday Pizza Special: Limit 1.
Additional Pan Stuffed and Topping Charges Apply
NOT VALID WITH ANY OTHER OFFER

Having a Party?
Call Us We Can Help!



OPEN
7
DAYS A WEEK

Daily Dinner Specials

SUNDAY	Jumbo Shrimp Et Ribs Combo ..	15.95
MONDAY	Tortellini Bake	7.95
TUESDAY	Cheese Ravioli with Meatballs ..	7.95
	All you can Eat Pizza Et Pasta Buffet in our Dining Room	7.95
WEDNESDAY	Lasagna with Italian Sausage ..	8.95
	All you can Eat Crab Legs in our Dining Room	24.95
THURSDAY	Chicken and Broccoli Linguini ..	7.95
FRIDAY	21 Piece Shrimp Basket	6.95
	All you can Eat Fish Fry or Chicken Strips in Our Dining Room	9.95
SATURDAY	BBQ Ribs 1/2 Slab	10.95
	Full Slab	15.95

Galt Airport/EAA 932 Calendar of Events

- March 3** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m.
- March 10** EAA Chapter 932 WINGS Safety Seminar; Aeronautical Decision Making with special guests, **Jeff Skiles** and FAASTeam Program Manager, **Sam Heiter**. Galt Airport (10C), 10:00 a.m.
- March 17** EAA Chapter 932 Aviation Club at McHenry Savings Bank: RC model building at 9:00 a.m.
- March 24** EAA Chapter 932 Aviation Club at McHenry Savings Bank: RC model building at 9:00 a.m.
- April 14** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Details TBD.
- May 12** EAA Chapter 932 general meeting, Galt Airport (10C), 10:00 a.m. Details TBD.
- May 19** International Learn to Fly Day and Young Eagles Rally, Galt Airport (10C). Details TBD.
- September 8** EAA Chapter 932 Young Eagles Rally

See the Chapter 932 web site at <http://www.eaa932.org> for a complete list of events for Galt Airport and EAA Chapter 932.

Other Aviation Events

- March 1** Annual Illinois Aviation Maintenance Seminar, 7:00 am to 5 pm. Illinois State Fairgrounds, Springfield, IL. Contact Carol Para at (217) 785-4989 for more information.
- March 3** 32nd Annual Light Sport Plane & Ultralight Safety Seminar. Illinois State Fairgrounds, Springfield, IL. Contact Dale Rust at (217) 524-5269 for more information.
- Mar 27-Apr 1** Sun 'n' Fun, International Fly-In and Expo, Lakeland, FL (<http://www.sun-n-fun.org>)
- May 18-20** Pinch Hitter Course, Ann Arbor, MI (ARB). Contact Rosemary Sieracki at 734-276-4181.
- May 22-23** 2012 Illinois Aviation Conference, Pheasant Run Resort, St. Charles, IL. For more information contact Mike Lane at (217) 528-5230 or mike@p-a-m-s.com.



Come taste some of the finest microbrew beers around amid a world-class collection of aircraft at EAA Hops & Props 2012, on **March 3, 2012**, at the EAA AirVenture Museum in Oshkosh, Wisconsin. This annual event brings together specialty beer sampling, live music, and delicious food from Oshkosh area restaurants for one unforgettable evening. You must be at least 21 years of age to attend. Admission price includes museum entrance, a commemorative tasting glass, a professionally prepared tasting guide, and much more. Ticket sales are limited so order tickets online at <http://www.eaa.org/hops&props> or call 800-236-1025. Proceeds support EAA AirVenture Museum programs offered free to the Oshkosh community, such as Christmas in the Air and Wings on Strings.

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

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|---------------------|--|----------------|
| 03/07/12, 8:00 p.m. | All About Batteries (AMT credit) | Mike Busch |
| 03/14/12, 7:00 p.m. | 12 Myths About Stalls & Spins (Wings credit) | Rich Stowell |
| 03/21/12, 7:00 p.m. | Using PC-Based Simulations to Compliment Flight Training | Bruce Williams |
| 04/04/12, 8:00 p.m. | All About Alternators (AMT credit) | Mike Busch |
| 05/12/12, 8:00 p.m. | All About Tires (AMT credit) | Mike Busch |

EAA Chapter 932 Officers and Contacts

President: Bruce Schottland (847) 912-5122 president@eaa932.org

Vice President: Beth Rehm (847) 530-8014 vp@eaa932.org

Secretary: Mike Evans (312) 445-8866 secretary@eaa932.org

Treasurer: Dean Marcott (815) 344-4709 deanmarcott@yahoo.com

Newsletter Editor: Beth Rehm (847) 530-8014 editor@eaa932.org

Webmaster: Mike Evans (312) 445-8866 webmaster@eaa932.org

Woodstock North HS EAA Aviation Club Coordinator: Dan Wallis (815) 451-6102 aviationclub@eaa932.org

Young Eagles Coordinator: Esther Medina (815) 420-5049 youngeagles@eaa932.org

Technical Counselor: Vacant

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood/Wonder Lake
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday

Airport Manager: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

Office: Anna Cooper

Phone: (815) 648-2433 Email: Office@galtairport.com

Web Site: <http://www.galtairport.com>

Facebook: <http://www.facebook.com/GaltAirport>



AVGAS
Galt Tenant Price
\$5.50
(includes tax)

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